

**Martell's
Brandies**

are known and used for
all over the World.

Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central.
458

The China Mail

ESTABLISHED 1845.

D. C. L.
Old Tom Gin

The most reliable Gin
on this market.

Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central.
458

No. 12,830

二月五日四百九千一號

HONGKONG, THURSDAY, MAY 12, 1904.

日七廿月三年辰甲

PRICE, \$8.00 Per Month

TO SMOKERS.

DUTCH CIGARS.
HAVANA CIGARS

LA INDUSTRIAS, ... \$0 per Box of 100.
PREDECETAS, ... \$15 per Box of 100.
Packed in Boxes of 50, \$7.00.

ANDALUZAS, ... \$30 per Box of 100.
Packed in Boxes of 25, \$7.50.

MACEWEN, FRICKEL & CO.,
3, DUDDELL STREET.
Hongkong, April 4, 1904. 2547

Wanted.

WANTED.

A SECOND-HAND TREADLE SEWING MACHINE (Singer's). Must be in good Condition and Cheap. State price and particulars to B.

Care of "CHINA MAIL" Office,
Hongkong, May 11, 1904. 902

Intimations.



NOTICE.

THERE is a Vacancy in the GOVERNMENT CIVIL SERVICE DEPARTMENT for an EUROPEAN WARDMASTER.

SALARY, &c., £110 a Year, rising by triennial increments of £20 to £150 a Year, with Uniforms and FREE Furnished Bachelor's Quarters.

Applications with Certificates of Character, &c., should be sent to the Principal Civil Medical Officer at the Government Civil Hospital, not later than NOON of the 18th INSTANT.

The Candidate selected must be a Bachelor and under 35 years of age.

By Order,
J. BELL,
Superintendent
Government Civil Hospital,
Hongkong, May 11, 1904. 903

CANADIAN PACIFIC RAILWAY COMPANY NOTICE.

FROM THIS DATE and during my absence from Hongkong, Mr. D. W. CRADDOCK will be in CHARGE of this Company's Business.

D. E. BROWN,
General Agent.
Hongkong, May 11, 1904. 904

NOTICE OF REMOVAL.

DR KEW, BROTHERS & CO. have THIS DAY REMOVED their Dental Surgery to ALEXANDRA BUILDINGS, (3rd Floor).
Hongkong, May 2, 1904. 845

REMOVAL.

Wm. POWELL LIMITED.
BUSINESS will be Entirely Suspended on MONDAY, 16th Inst., (except in Gent's Dept., 28, Queen's Road), for the purpose of REMOVAL to our NEW PREMISES in Des VRIES ROAD, which will be OPEN on the following day.

R. G. HECKFORD,
Manager.
Hongkong, May 9, 1904. 891

NOTICE.

MR EDWIN ALFRED STANTON has to-day been admitted a PARTNER in this Firm. Mr HAROLD STAPLES SMITH is authorised to sign the Firm for Procurators.

DEACON & CO.
Canton, May 2, 1904. 876

THE POPULAR SCOTCH IS BLACK & WHITE



James Buchanan & Co.,
SCOTCH WHISKY DISTILLERS.
By Appointment to
H. M. THE KING
and
THE PRINCE of WALES

Supplied at all the leading Chai and
Haus, and to be obtained from LANE,
CRAWFORD & Co., Queen's Road
Central.

W. S. BAILEY & CO.

SHIPBUILDERS, ENGINEERS,
BOILERMAKERS, BRASS & IRON FOUNDERS

REPAIRS PROMPTLY ATTENDED TO.

COAST AND RIVER STEAMERS, WATER BOATS.

LIGHTERS, TUGS AND FAST STEAM LAUNCHES

WORKS: KOWLOON BAY.

OFFICES AND SALES ROOMS: 20, CONNAUGHT ROAD.

PUMPS, PACKING, GENERAL STORES AND
ENGINEERS' TOOLS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

... HONAM, 2,363 tons, Captain R. D. Thomas.
... POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
... FATSHAN, 2,220 tons, Captain W. A. Valentine.
... HANKOW, 3,073 tons, Captain B. Branch.
... KINSHAN, 2,800 tons, Captain J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 a.m. (Sunday Excepted), at 9 p.m. (Saturday Excepted).

Departures from CANTON to HONGKONG daily at 8 a.m. and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Departures from the HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.

... HEUNGSHAN, 1,998 tons, Captain H. D. Jones.

Departures from Hongkong to Macao on week days at about 2 p.m. During the Summer Months the time of leaving fluctuates to suit the tide at Macao. For further particulars, see special time table.

Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 7.30 p.m.

Canton-Macao Line.

... LUNGSHAN, 210 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

Joint Service of the H.K. C. and MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

... SATNAM, 568 tons, Captain J. Wilcox.

... NANNING, 569 tons, Captain C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the —

HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.

18, Bank Buildings, Queen's Road Central, op. site the Hongkong Hotel
Or of BUTTERFIELD and SWINE,

Agents, CHINA NAVIGATION CO., LTD.

18

THE KOWLOON HOTEL,
KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.

Moderate Charges.
J. W. OSBORN,
Proprietor and Manager.
Hongkong, January 20, 1903. 135

Awarded Bronze Medal at the Paris Exhibition, 1900.

Gold Medal at the Indian Industrial Exhibition 1888, 1900 & 1901.

MANUFACTURED BY

THE GOURREPORE CO., LTD.,
CALCUTTA.

Contractors to the Military and Public Works Departments, State Railways, and all large Consumers throughout India, the East, and the Colonies.

W. R. LOXLEY & CO.,
Sole Agents,
Hongkong.

Cable Address "LOXLEY," Hongkong.

Hongkong, July 22, 1903. 1519

The great food-value

of Bovril is known and appreciated by those to whom strength and endurance are a vital necessity, such as business-men, travellers, explorers, athletes, military and naval officers, etc. Bovril represents sustenance, nourishment and stimulus in the most condensed and most convenient form. Bovril is the very embodiment of strength.

W. R. LOXLEY & CO.,
Hongkong.

1519

To be obtained at all Sports, Oceans & Hotels, &c., throughout Hongkong, China & Japan.

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Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
EASTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN ORAYON
ALL KINDS OF WORK DONE FOR AMATEURS.
64, QUEEN'S ROAD CENTRAL.

JAPAN



COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)
HEAD OFFICE: 1, SURUGA-CHO, TOKYO.
LONDON BRANCH: 34, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:

— York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chaffoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kuro, Shimonoosaki, Moji, Wakayama, Karatsu, Nagasaki, Kuchinotan, Saesha, Maizuru, Miura, Hakodate, etc.

Telegraphic Address: MITSUI (A.B.C. and A.U. Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokkaido, Hondo, Kamoda, Fujinotana, Mameda, Mannoura, Onuma, Otaru, Nankoku, Funakoshi, Yashimoto, Yoshihi, Yunokibara, and other Coal.

N. INUZUKA, Manager, Hongkong.

Hongkong, April 28, 1904.

Intimations.

MITSU BISHI GOSHI-KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: IWASAKI
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

A1. ABC 5th EDITION. WESTERN
UNION CODES USED.

ALL LETTERS ADDRESSED
MANAGER, MITSU BISHI CO., WITH
NAME OF PLACE UNDER.

BRANCH OFFICES.

NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFRIES.

MANILA: COMPAGNA MARITIMA.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Arsenals; the Imperial Railways; Sanyo, Kiushu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America. SOLE PROPRIETORS of Takashima, Ochi, Shinmei, Namazusa and also Hojo Collieries, which will ready to produce on a large scale the best Buzen Coal from 1905.

SOLE Agents for Kitao, Komatsu (Tagawa) and Matsushima Collieries.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, April 25, 1904.

STEAM TO CANTON.

THE new Twin Screw Steel Steamers KWONG CHOW, 1,309 tons, ... Captain J. P. MARTIN.
KWUNG TUNG, 1,238 tons, ... Captain H. W. WALKER.

Leave HONGKONG for CANTON at 8.30 Every Evening (Saturday excepted). Leave CANTON for HONGKONG about 5 o'clock Every Evening (Sunday excepted).

These fine new Steamers have unex- called accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey, \$4.00

Meals, \$1.00 each.

The Company's Wharf is a short distance

West of the Harbour Master's Office.

SHU ON S.S. CO., LTD.,
AND
YUEN ON S.S. CO., LTD.,
No. 8, QUEEN'S ROAD WEST.

Hongkong, February 18, 1904.

313

LATE TELEGRAMS.

Departure of Lord Curzon.

Sims, April 23.—There was a large and brilliant gathering in full-dress at Viceregal Lodge to-day to say good-bye to Lord Curzon, who shook hands with everyone present and had an appreciative word for all whose work he has come in contact with here. Lord Kitchener and the Headquarters Staff formed a group by themselves, while the shamiana was filled with ladies and the lawn around covered with officials and residents. Lord and Lady Amphibius and Staff were amongst those present. They were accompanied by their two little sons, dressed as small lancers of the Viceregal Bodyguard.

A Gazette Extraordinary will issue on Saturday declaring Lord Amphibius to have taken upon himself the office of Viceroy as Senior Governor in India.

Lord Curzon had a cordial send-off on his way to the train.

Obituary.

April 27.—The death is announced of Mr Jeremiah Lyon, East Indian merchant, Somaliland.

Alabashed, April 22.—It is understood the transports will shortly be taken up for the return of the troops from Somaliland, as the Home Government have decided that operations shall be closed next month.

The Oppressed Poles and Finns.

London, April 24.—A revolutionary plot has been discovered at Warsaw. The object of the conspirators, eighteen of whom have been hanged and many arrested, was to start an insurrectionary movement to secure the independence of Poland.

April 25.—The conspiracy discovered at Warsaw aimed at profiting by the war to start an insurrection in Poland. It is stated that eighteen have already been tried and hanged. Many Polish workmen in St. Petersburg have been arrested in connection with the plot.

April 24.—An attempt to blow up the new Russian cruisers *Demidov* and *Ivanov*, at present being armed on the Neva, by means of explosives floated down the river, has been discovered by some boatmen. The police suspect the Finns.

The Trouble in Hungary.

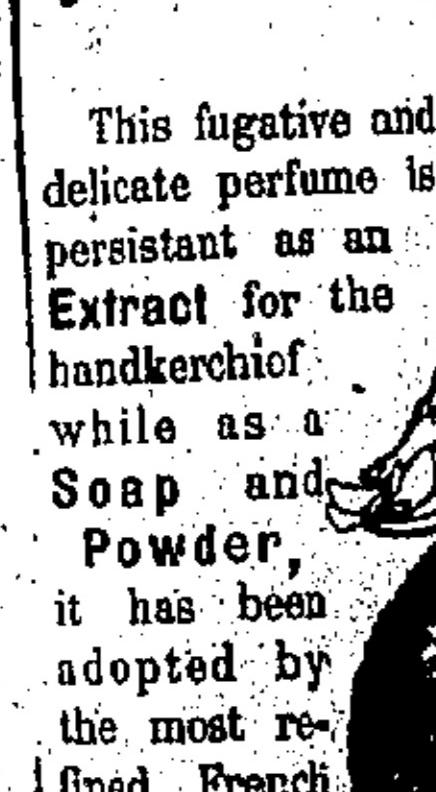
Lucknow, April 26.—A special cablegram to the Indian Daily Telegraph says the political unrest in Hungary is growing. While the Independents were holding a meeting, the Gendarmerie appeared on the scene and a fight ensued, thirty being killed and fifty wounded.

SKIPPING FOR HEALTH AND DRILLING IN BED.

We carried out even half the suggestions for physical exercise which are offered to us in these times, nay, almost insisted upon by the health faddists (says a writer in *The Field*), we should be continually stretching and pommeling and squeezing our poor bodies that they would eventually be reduced to the condition of those indisciplined fops which children love to twist into all manner of shapes. Within the past two or three days, from different well-esteemed medical sources, have come solemn adjurations to indulge in three separate kinds of bodily drill. On the one hand, woman has been implored to walk. She may fence, she may swim, she may climb rope ladders and do ring exercise, she may golf, she may ride, she may be massaged, and she may skate; but she must also walk, and, furthermore, she must skip. This opens up an appalling prospect. Recent salutary exhibitions have been convincing proof that English people are losing their once whole-some fear of appearing ridiculous; and, if, as has been medically proposed, skipping is to be adopted as a new resource, at once cheap and valuable as an exercise, it will speedily become a craze. There will be experts in skipping; there will be those who will be able to perform unsurpassed feats in the way of quick, prolonged, and fancy skipping, and will consequently be invited to exhibit their prowess to the less accomplished. We shall hear of skipping parties. We shall receive invitations from friends asking, "Will you skip with us from four to six?" And then what sights may not be in store for us? For we are told that skipping has a rejuvenating effect, and whatever the promise of youth is held out folk become reckless. We shall have matrons of opulent charms doing skipping-ropes dances in dazzling hose and billowy skirts, and those who should be potent, grave, and reverend seigniors 'running in' and doing double-skipping with the lads and lasses.

Nor does this exhaust the suggestions for physical culture of the hapless modern body. It is to be drilled even in bed, and this way, we are told, insomnia is to be cured and brain fat remedied. Ankle drill, knee drill, and hip drill are the exercises recommended. Practised in the dead waste and middle of the night and in the privacy of the sleeping apartment this form of gymnastics does not offer much scope for display. But it is well we should have our serious moments.

RIGAUD'S WHITE VIOLET EXTRACT.



This fugitive and delicate perfume is persistent as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society.

RIGAUD & CO., PARIS.

10,000 White Violets equal each bottle of Rigaud's Extract.

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PERFUMERS

THURSDAY, MAY 12, 1904.

THE CHINA MAIL.

BY TELEGRAPH.

[CHINA MAIL'S EXCLUSIVE SERVICE.]
SUPPLIED BY BLUTER, IN BOMBAY.

Received May 11, 8:05 p.m.

THE RUSSO-JAPANESE WAR.

RUSSIA'S MILITARY POSITION
DISCUSSED.

Kuroptkin's Policy Approved.

LONDON, May 11.

The defeat of the Russian forces in Eastern Manchuria and the withdrawal of the Russian army inland have given rise to considerable discussion in military circles.

Military critics in England deprecate over-hasty conclusions regarding Russia's position based upon the initial strategical successes of the Japanese, and emphasize the maxim that battles mainly decide campaigns.

These critics approve of General Kuroptkin's policy of withdrawal to the interior before the Japanese advance.

RUSSIAN RESERVES CALLED
OUT.

An Imperial Ukase has been issued calling out large bodies of reservists in Western Russia.

PROTECTION
OF NEWCHWANG.

Action by Foreign Powers
The British and United States Governments are considering the advisability of despatching gunboats to the port of Newchwang for the protection of foreign residents there from the incursions of native banditti.

RUSSIANS IN KOREA

Attack on Anju Repulsed.
The Japanese Consul has forwarded us the following copy of a telegram received by him to-day:

TOKIO, May 12, 11:35 a.m.
On the morning of 10th inst. 500 Russian cavalry men attacked Anju. The Japanese Garrison stubbornly resisted. One company reinforcement arrived on the afternoon from Pingyang. The enemy fled on the morning of the 11th when further Japanese reinforcements arrived from North and South. The Japanese casualties were four killed and six wounded. The enemy's casualties were over fifty. A non-commissioned officer taken prisoner said the enemy consisted of 500 Cossacks.

THE YALU FIGHT.

Japanese Impetuosity Causes the Loss of Men.
L'Echo de Chine (Shanghai) says that three Japanese divisions crossed the Yalu and the general attack commenced on the morning of the 1st of May. It is announced from St. Petersburg that the Russians retired in good order towards Tungtung and Antchen before the numerical superiority of the Japanese. It is wired, from Seoul that the Japanese pursued the Russians in the direction of Fenghuangcheng from 2 to 4 p.m. The Russians evacuated Antung after half-an-hour's lively fighting. The report of General Kuroptkin explains that the Japanese led their principal attack against the left wing of the Russians which was composed of only 5,000 to 6,000 men. The rest of the army was spread out over a wide extent, so that the Russians were fighting against an enemy five or six times their strength. A Russian regiment protecting the retreat fought heroically against an entire division and was decimated. Two batteries were obliged to leave their guns, the ground being impracticable, all the horses and nearly all the gunners were killed. The Russians spiked their guns. The report says that the Japanese lost 3,000 to 4,000 killed. The Japanese endeavored to pursue the Russians in the direction of Fenghuangcheng, but they were stopped and lost 300 men.

A GENTLE HINT.

Peking, May 6.
Viceroy Alexieff wants all Chinese officers withdrawn from Fengtien (Moukden).

ACCIDENT TO A BIG
TRANSPORT.

TOKIO, May 6.
The N.Y.K. steamer *Kaga Maru* ran aground on the 4th instant at the naval landing base, but was got off the next day.

PERILS OF JOURNALISM IN
JAPAN.

Kobe, May 6.
Mr. A. W. Curtis, Editor of the *Kobe Herald*, has been fined. The prosecution was the result of a statement in his leading article on the 27th ult., that the squadron in the Sea of Japan had left Chinawhan the week before. He has appealed.

[The following was the offending paragraph, but the editor could well be slighted.]

homogeneous squadron of six armoured cruisers is somewhere in the Japanese Sea—it was reported to have left Chinawhan six or seven days ago, presumably for Vladivostock or the near neighbourhood, it being obviously necessary that the enemy's squadron at Vladivostock should be either bottled up or smashed up.—[E]

ATTACHES STRANDED.

A London telegram dated 6th inst. says:—The *Daily Telegraph*'s correspondent at Tokio says that the transport conveying the Foreign Attachés, including General Ian Hamilton, struck on a rock. The Attachés had to be transferred to another steamer.

[This probably refers to the *Kaga Maru*.]

THE PORT ARTHUR DISASTER.

The Tsar's Defection.

LONDON, April 15.—The London *Daily News* states that the Tsar wept on hearing of the *Petrograd* disaster, that His Majesty summoned his chaplain to offer prayer for the souls of the victims, and exclaimed, 'God will it. His plans are inscrutable. His will be done.'

The Grand Duke Cyril, the Czar's cousin, was on the bridge at the moment of the explosion, and was thrown into the water. Being a fine swimmer and an athlete, he escaped, but with injuries to his legs and severe burns on the face.

Admiral Makarov and Rear-Admiral Molas were on the conning tower, and were both drowned.

Russia Unable to Strike a United Blow.

LONDON, April 29.—The Times' expert estimates that the maximum Russian field force is 135,000, but says that it is impracticable to move the whole for a united blow.

NINE CHINAMEN IN TROUBLE.

Some Australian Regulations.

Commonwealth and State regulations with regard to immigration restriction have again come into conflict in Australia. This latest case comes to hand by the China Navigation Company's steamer *Changsha*, and is of particular interest to the Chinese community. It appears that nine Chinese who were for some years residents of Port Darwin, South Australia, undertook a trip to their native land prior to the consummation of the Commonwealth of Australia. Having obtained all the necessary papers to insure their readmission to South Australia, should they desire to return at any future time, they spent some years in China, and took passage again for Port Darwin by the *Changsha*, on her last voyage from this port, feeling quite safe in the possession of the State's guarantee that they would not be prevented from landing.

A surprise, however, was in store for them. On arrival at Port Darwin, the Customs authorities refused to recognize their permits, and pointed out that since their departure fresh regulations had been enacted by the Federal Parliament (established during their absence), which, amongst other things, limited the length of time for which their papers were available. According to this new regulation, they had outstayed the allotted span. The State authorities on their part appeared to be inclined to carry out their contract with the men, but the Immigration laws being administered by the Commonwealth, appeared to be powerless to do so. Accordingly, the Chinese were detained on board the *Changsha* and were carried on to Thursday Island whence, after being kept in confinement for some days, they were shipped back to Port Darwin by the steamer *Changsha*. Meanwhile, their case had been referred to the Federal Cabinet (the Labour Party having just formed a ministry), and the Minister for External Affairs pointed out that the ground on which they had been refused admission was that exemption papers issued by South Australia (or any other State) could not be recognized except in the case of known residents with vested interests in the Colony to which they belonged. The Chinese were recognised as bona fide permit-holders, but had failed to prove any vested interest in South Australia. The Premier of South Australia then appealed to the Federal Government to reconsider this decision, but to this Provincer Watson replied that he could not authorize the admission of the Chinese to the Commonwealth.

Thus matters stood until about an hour before the steamer *Changsha* sailed for Manila and Hongkong, when a company of policemen marched down to the wharf and demanded the men on behalf of the State.

Captain Moore at first refused to hand them over, as satisfactory authority for doing so was not forthcoming. The Sergeant of Police then declared that their instructions were to remove the Chinese from the ship by force, if necessary, and threatened legal proceedings if resistance were offered. After some further trouble, they were allowed to board the *Changsha*, and having secured the nine Chinamen, marched them off to the town from which the Federal authorities had tried so hard to exclude them.

[The following was the offending paragraph, but the editor could well be slighted.]

INTERNATIONAL FOOTBALL.

How England Defeated Scotland.

The thirty-third annual International Match between England and Scotland was played at Celtic Park, Glasgow, in weather of a most boisterous character on the 9th ult. A cold North-west wind prevailed, accompanied by heavy snow showers; at intervals the sun broke out. Scotland lost the toss, and Brown set the ball in motion. A slight invasion of English territory took place, but Crompton stopped Templeton's attempt to get through. The Scots found the gale in their teeth a great disadvantage. Robertson, the home left half-back, passed out to Orr, and a throw in on the pavilion side resulted. The visitors' goal, however, was never in imminent danger, though Walker and Brown tried to slip in past Burgess. The ball travelled with the greatest difficulty through the mud, and rarely has an International been played under worse ground conditions. The Scots soon were driven back by effective work on the part of Wolstenholme and Bloomer, who secured a corner. The Scotch goal was in great jeopardy, but Jackson sent the ball out to the left wing, where it went into touch. Templeton worked down that side, and then, being brought up short by Crompton, he subsequently got in a telling shot, which was blown past the goal mouth. The players found it very difficult to control the ball, and mistakes were frequent. From a throw in near the home goal Robertson caused a diversion by giving Orr and Templeton an opportunity of bringing out Crompton's abilities. The Rover rose to the occasion. The Scottish Captain gave Niblo a long pass, and the latter handing Walker possession, the Edinburgh player centred to Orr, who just failed to drive home the chance given him, his aim being hindered by Crompton. The visitors next had a look in, and a long shot from Harris went high over the home uprights. Wilkinson next was some what wild. Brown, the Scottish centre, burst clear away for the English goal, when Burgess brought him down, and the free kick was safely got rid of. Walker, Niblo, and Brown put in some neat passing, but their tactics were rendered fruitless by Burgess. Again Boddalay was made anxious; he, however, was alive to the situation, and promptly caught a stinger from Templeton. The home team were now playing very cleverly, and their passing under such adverse conditions left little to be desired. Once more they were invading the Saxon goal, but Burgess found again a stumbling-block. The visitors found the home defence very difficult to break through. Raebek, Robertson, and Wilson being in their best form. A clever run by Niblo compelled Crompton to kick behind for safety. The corner kick was nicely placed. Orr, however, headed the ball over the bar. The game had now been half an hour in progress without tangible result. The Scots certainly were making an unexpectedly fine appearance, and were bringing out all that was good in the English backs. Being well rid with the ball by their half-backs, the home team from players were combining beautifully. The visiting forwards, too, were performing wonders on the soft ground, under conditions to which they were wholly unaccustomed. The Scot left wing now had a look in, and Blackburn, taking Harris's pass, compelled McBride, the home custodian, to save. The game certainly throughout its first half was very interesting, and the football display was of a wonderfully good character, though it was impossible for either team to exhibit the finer points of the game. Just as the whistle blew for half-time, England had obtained a corner kick, and for the previous ten minutes had had the better of the game, but could not storm the home citadel. Thus honours were even at half-time neither side having scored.

After a short retirement to the pavilion the game was resumed, it being now the turn of the visitors to face the gale. Woodward started by a pass to Bloomer. It was observed when the Scots reappeared that Templeton and Niblo had changed places, the former playing on the right wing with Walker, while Niblo partnered Orr. The visitors began at once to press and were close on the home goal, the ball getting into touch near the corner flag. Woodward was conspicuous by a single-handed run, but Rainbow ended his career.

The game now assumed a more open character, the ball travelling quickly from end to end. From one of these runs down by the visiting forwards Woodward almost scored, his first shot striking the post and glancing out. The Scots returned the ball, and Walker, having twice to clear it, charged forward, the ball and the home goal was left open, McBride running out, but Rainbow headed the ball behind at the expense of a corner, which, however, proved abortive. Play was pretty lively now for a period at the home end. Watson, making a miskick, Bloomer fastened on the ball, and with a lightning shot he beat McBride and thus obtained the first goal for England after nineteen minutes' play. The Scots followed up the kick-off, and ten Walker saw an opportunity to score. Boddalay, a difficult shot to save, but it was cleverly held. Again the home team were assaulting Boddalay's charge, and Orr, taking up a pass from Walker, cleared the left wing by inches only. Still the Scots pressed on, and Crompton forced his kick into touch. Clever passing by Harris, Woodward, and Blackburn, and the home custodian to run out. He did, but stuck to the ball, eventually getting it safely away. The trend of the game was now somewhat in favour of the visitors, whose forwards were, for the most part, very good. McBride made a splendid effort to score, but he did not succeed. He sold his share as he had not enough money with which to carry on his business. Another of his enterprises was a piece goods shop in Wing On Street, into which he sunk a thousand dollars, while he had a fourth share, or about \$300 invested in the house. Money was owing him from Honolulu, Australia, and Kuweichan, although he acknowledged that out of \$48,743 due according to the bill of lading, he had paid debts, \$9,000 gold, and the remainder doubtful. He borrowed money to the extent of \$25,600 in order to pay for goods, also received \$45,000 from different people on deposit, and which had been used in various ways. He owed \$9,000, and if all his assets were good he would have \$30,000 of the outside, leaving an absolute loss of \$4,600.

CONSIDERING THE adverse conditions, the game was the whole very interesting. While the Scots showed best in the opening period, the Englishman had most of the second half. The best of the visiting players were Burgess, who played a good game at full-back; Wilkinson at half-back was clever, while Harris, the Cambridge University amateur, was best of the forwards. Bloomer was well looked after, and received good support from Rutherford; Wood and Ward fairly well. For the Scots, Watson at hook was good, Rainbeck was slightly better than Robertson at half-back, while Templeton, Orr, and Walker were the best of the front line. The following were the teams:

England.—Boddalay (Wolverhampton Wanderers), goal; Crompton (Blackburn Rovers) and Burgess (Manchester City), backs; Wolstenholme (Eerton), centre; Robertson (Sheffield United), and Leake (Aston Villa), half-backs; Rutherford (Newcastle United) and Bloomer (Derby County), right wing; V. J. Woodward (Tottenham Hotspur), centre; S. S. Harris (Cambridge University), and Blackburn Rovers, left wing forwards.

Scotland.—Raebek (Preston North-end), goal; Jackson (St. Mirren) and Watson (Sunderland), backs; Aitken (Newcastle United), half-backs; Robertson (Glasgow Rangers), half-backs; Walker (Hart of Midlothian) and Niblo (Astoria), right wing; Brown (Middlebrough), centre; Templeton (Newcastle United), and Orr (Newcastle United), left wing, forwards.

Linemen.—England, A. Davies (Birkenhead and Bucks); Scotland, Captain R. M. Christie (President, Scottish Football Association). Referee, Mr. Numerley, Welsh Association.—*The Standard*.

LAWN TENNIS.

The following games were concluded yesterday on the Cricket Ground:—

DOUBBLE HANDICAP, 4th Round.

Brettie and Manning beat Pinckney and Grist.

R. and H. Hancock defeated Parr and Slade.

SINGLE HANDICAP.—(A Class).

4th Round.

A. Humphreys defeated Halifax.

The games for to-morrow are:—Handcock v. Strickland, Championship semi-final. —Humphreys v. A. Humphreys, Single Handicap, (A Class) semi-final.

Bettie v. Grimble, Single Handicap (B Class).

SUPREME COURT.

IN BANKRUPTCY JURISDICTION.

(Before His Lordship Sir W. M. Goodman, Chief Justice.)

Thursday, May 12.

APPLICATION FOR ADJUDICATION.

Li Teau Lap ex parte Sam Choy Brick, tile and Timber Company. Mr. J. Hay applied for an order for adjudication in the estate of the Sam Choy Company.

His Lordship granted the application and appointed Mr. Bruce Shepherd, Official Receiver.

APPLICATION FOR COSTS.

Mc C. E. H. Bowis, (of Messrs Wilkinson and Grist) applied for the costs of five

Summons Jurisdiction actions re C. E. Le Castro on behalf of Lau Sui Lau, \$1,000, and Munyon ex parte The New York Exporting and Importing Co.

In the Official Receiver's statement it was shown that by reason of the execution issued, property to the extent of \$2,000 was preserved for the creditors. The total sum of the action were \$476, and he had no objection to the payment of them, together with the cost of this application.

The Chief Justice said that he was satisfied that the property had been preserved by means of the legal proceeding brought by the creditors against the debtor without notice of any act of Bankruptcy committed by the debtor. He ordered the payment of the costs, as shown, together with the costs of the application.

The Court adjourned.

PUBLIC EXAMINATION.

Lau Yuk Sam ex parte Chun Luk Kwong. The public examination of Lau Yuk Sam was next heard. Mr. O. D. Thompson appeared for Yu Chuk Sanz, a creditor to the extent of \$7,310; Mr. F. x D'Almeida Castro on behalf of Lau Sui Lau, \$1,000, and Mr. P. W. Goldring (of Mr. John Hastings' office) represented Chau and Shing Yip partners in the firm of Sun Hung Munyou ex parte The New York Exporting and Importing Co.

In the Official Receiver's statement it was shown that the property had been preserved by reason of the execution issued, property to the extent of \$2,000 was preserved for the creditors. The total sum of the action were \$476, and he had no objection to the payment of them, together with the cost of this application.

The Chief Justice said that he was satisfied that the property had been preserved by means of the legal proceeding brought by the creditors against the debtor without notice of any act of Bankruptcy committed by the debtor. He ordered the payment of the costs, as shown, together with the costs of the application.

The Court adjourned.

WEEK DAYS.

7.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 3.30 p.m. Every 15 minutes.

3.30 p.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 4.15 p.m. Every 15 minutes.

4.15 p.m. to 5.15 p.m. Every 10 minutes.

5.30 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CAR.

8.00 p.m. to 9.00 a.m. Every half hour.

<

THURSDAY, MAY 12, 1904.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE named:-

| FOR | STEAMERS | TO SAIL ON | REMARKS. |
|---|----------|-----------------|----------------------------|
| YAMA, VIA SHAI, MOJI & KOBE (passing through the Ceylon, ...) | | About 20th May, | Freight and Passage. |
| LONDON, &c. (Chusan, ...) | | Noon, 21st May. | See Special Advertisement. |
| SHANGHAI (Ormonde, ...) | | About 21st May. | Freight and Passage. |

For further Particulars, apply to
E. A. HEWETT, Superintendent.
P. & O. S. N. Co's Office,
Hongkong, May 11, 1904.

HAMBURG-AMERIKA LINIE.

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FOR HAVRE, BREMEN AND HAMBURG.

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R.S. Marburg, Capt. Steamer, 17th May, 1904. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

R.S. Strassburg, Capt. Steamer, 18th May, 1904. Freight & Passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Scorpion, Capt. Steamer, 19th June, 1904. Freight.

FOR HAVRE AND HAMBURG.

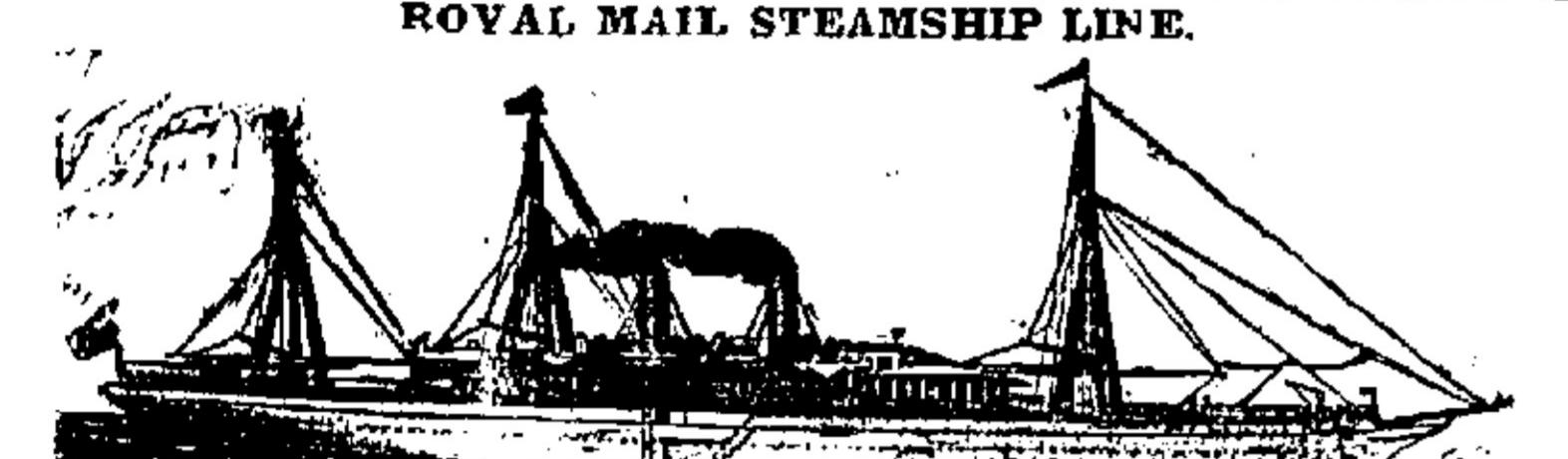
CALLING AT SINGAPORE AND COLOMBO.

S.S. Narwhal, Capt. Steamer, 20th June, 1904. Freight.

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R.M.S. EMPIRESS OF CHINA, 6,000 TONS, WEDNESDAY, June 1.

R.M.S. EMPRESS OF INDIA, 6,000 TONS, WEDNESDAY, June 22.

R.M.S. EMPRESS OF JAPAN, 6,000 TONS, WEDNESDAY, July 13.

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Hongkong to London, 1st Class, via St. Lawrence 260, via New York £62.
Intermediate on Steamer, 1st Class, £42.
1st Class Rail, £42.

THE magnificient EMPIRESS STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

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PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, VIA INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON,

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STEAMSHIP. TONS. CAPTAIN. To SAIL ON.

ARAGONIA 6,198 SCHULDT June 14, 1904.

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Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, May 2, 1904.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS LEAVING

TAMSUI, Via SWATOW AND AMOY, M. STRUVE, SUNDAY, 15th May, at 10 a.m.

ANPING, Via SWATOW AND AMOY, T. T. BRANDT, WEDNESDAY, May 18, at 10 a.m.

TAMSUI, Via SWATOW AND AMOY, H. BRAUT, SUNDAY, May 22nd.

FOOCHOW, Via SWATOW AND AMOY, FRIITHJORN, WEDNESDAY, May 25, at 10 a.m.

TRIUMPH, Capt. A. HANSEN, WEDNESDAY, May 25, at 10 a.m.

For account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Services, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

For Freight, Passage and further information, apply at the Co's local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, May 10, 1904.

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Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

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OUTWARD'S.

| FROM | STEAMERS | TO | DUE |
|-----------------------|----------|----|-----------|
| GLASGOW AND LIVERPOOL | CALCAS | | 16th May. |
| GLASGOW AND LIVERPOOL | DARDANUS | | 21st May. |
| GLASGOW AND LIVERPOOL | YANKEE | | 26th May. |
| GLASGOW AND LIVERPOOL | DIOME | | 3rd June. |

HOMEWARD'S.

| FOR | STEAMERS | TO MAIL |
|---------------------------------|-----------|------------|
| * GENOA, MARSEILLES & LIVERPOOL | A. CHILES | 17th May. |
| LONDON & ANTWERP | ALBROUS | 24th May. |
| LONDON & ANTWERP | DECALION | 7th June. |
| * GENOA, MARSEILLES & LIVERPOOL | TEENIAN | 20th June. |
| LONDON AND ANTWERP | ADMENON | 21st June. |

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Hongkong, April 30, 1904.

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CHINA NAVIGATION CO., LTD.

| FOR | STEAMERS | TO SAIL |
|--|----------|-----------|
| SHANGHAI | WHAMPAA | 14th May. |
| SHANGHAI | FECHENG | 14th May. |
| SHANGHAI | TIENTIN | 15th May. |
| YOKOHAMA AND KOBE | CHANGSHA | 16th May. |
| NINGPO AND SHANGHAI | SINGAN | 17th May. |
| CEBU AND ILOO | WUCHANG | 17th May. |
| SWATOW, CHEFOO AND TIENTSIN | KANSU | 18th May. |
| THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNS, VILLE, BRISBANE, SYDNEY and CHINA | CHANGSHA | 2nd June. |

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table, A duly qualified Surgeon is carried.

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N.B.—REDUCED SALOON FARES. Single and Return, To Manila and Australian Ports.

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Hongkong, May 12, 1904.

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NORDDEUTSCHER LLOYD, BREMEN.

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NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIQUE PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

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PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Sailing Dates. 1904.

BAYERN ... V ... 25th May.

OLDENBURG ... V ... SATURDAY, 25th May.

SACHSEN ... V ... 4th June.

ZIETEN ... V ... WEDNESDAY, 8th June.

SEYDLITZ ... V ... WEDNESDAY, 22nd June.

ROON ... V ... WEDNESDAY, 20th July.

PRUSSIAN REGENT LUFTPOLD ... V ... WEDNESDAY, 3rd Aug.

PRINZ REINHARD ... V ... WEDNESDAY, 17th Aug.

GNEISENAU ... V ... WEDNESDAY, 31st Aug.

On WEDNESDAY, the 25th day of May, 1904, at Noon, the Steamship BAYERN, Captain H. FORMES, with MALES, PASSENGERS, SPECIES, and CARGO, will leave this Port as above, calling at NAPLES and GENOA, and Specie will be received on Board until 5 p.m., on TUESDAY, the 24th May, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 24th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.00 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

Norddeutscher Lloyd.

Melchers & Co., Agents

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Notices to Consignees.

MOGUL LINE OF STEAMERS

NOTICE TO CONSIGNEES.

STEAMER OCAMPO.

FROM ANTWERP AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that General Cargo is being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF and GODOWN CO., at KOWLOON, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All Claims against the steamer must be presented to the Undersigned on or before the 13th inst., or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 3 p.m.

No Fire Insurance has been effected. Bill of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, May 7, 1904.

834

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP SHAWNUIT.

FROM SEATTLE, TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOGUJ.

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUND AT SIX DECEMBER, 1903, £16,378,771.
Authorised Capital £25,000,000
Subscribed Capital £22,760,000
Paid-up Capital £20,767,500 0 0
Fire Funds £2,867,215 14 10

HAVING been appointed Agents of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, June 20, 1903. 1537

FIREMAN'S FUND INSURANCE CO. OF SAN FRANCISCO, CALIFORNIA.

STATEMENT TO 31ST DECEMBER, 1903.

ASSETS, GOLD, \$5,858,820.37
NET SURPLUS, GOLD, \$2,156,118.80
INCOME, GOLD, \$3,470,787.53

FIRE BRANCH.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, March 23, 1904. 562

Intimations.

號和廣

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NO. 17, OHU LOONG STREET
(NEAR MEESEN, LANE, CRAWFORD & CO.)
HONG KONG,
CHINA.

Hongkong, August 14, 1903. 1254

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REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: 'CARMICHAEL,' HONGKONG.
A. B. C. Code, 4th Edition.
A. I. Code.
Lieber's Standard Code.
TELEPHONE, 232.

Hongkong, March 14, 1903. 563

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APIOL & STEEL PILES
For Lading.

A French Company, the Martin's Piles, have the honor to inform the public that on the first sign of any longitudinal or transverse movement of the System it timely gives notice to the public, hence their motto: 'Safety is the best guarantee.'

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, May 8, 1904. 833

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER SIMLA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF and GODOWN CO., at KOWLOON, whence and/or from the Wharves delivery may be obtained.

This Vessel carries on Cargo:—
From CALCUTTA, S.E. Siam.
From PERSIAN GULF, S.E. B.I.S.N. and B.P. & S.N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 p.m. To-day.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, May 6, 1904. 876

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Suriang, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 12th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, May 10, 1904. 895

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H. FIGGE,
Manager.

Hongkong, April 12, 1904. 296

Banks.

Banks.

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H. FIGGE,
Manager.

Hongkong, April 12, 1904. 296

Banks.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, May 12, 1904.
At 100 cents per Dollar Mexican.

Butcher Meat.

Beef sirloin & prime cut—Mei Lung Pa ... lb 18

Corned—Ham Ngau Yuk ... " 18

Roast—Shiu " " 18

Breast—Ngau Lam ... " 14

Soup—Tong Yu ... " 14

Steak—Ngau Yuk Pa ... " 18

" " Cantom Ngau Lan Shioho ... " 26

Sausages—Ngau Ching ... " 16

Bullock's Brain ... Slow per set 8

Tongue fresh—Ngau Li each 46

" corned—Ham Ngau Li ... 55

Head—Ngau Tau ... " 55

Heart—Ngau Sum ... " lb. 9

Hump—Salt—Ngau Kin ... " 14

Feet—Ngau Kerk ... each 8

Kidneys—Ngau Yiu ... " 8

Tail—Ngau Mei ... " 16

Liver—Ngau Con ... " lb. 9

Trips (undressed)—Ngau To ... " 5

Calves' Head and Feet—Ngau-chai-tau-kak, set 75

Mutton Chop—Yeung Pai Kwat ... lb. 25

Leg—Yeung Pei ... " 24

Shoulder—Yeung Sheu ... " 22

Pigs' Chittings—Chi chong ... " 7

Brains—Chi Know ... per set 2

Feet—Chi Kerk ... " 12

Fry—Chi Chak ... " 12

Head—Chi Tau ... " 13

Heart—Chi Sum ... each 9

Kidneys—Chi Yiu ... " 6

Liver—Chi Con ... " lb. 24

Pork Chop—Chi Pai Kwat ... " 18

Corned—Ham Chu Yuk ... " 18

Leg—Chi Pei ... " 22

Fat or Lard—Chu Yau ... " 18

Sheep's Head and Feet—Yeung Tau Kerk set 50

Heart—Yeung Sum ... each 6

Kidneys—Yeung Yiu ... " 10

Liver—Yeung Con ... " lb. 22

Sucking Pig, To Order—Chu Chai ... " 16

Suet—Beef—San Ngau Yau ... " 17

Mutton—San Yeung Yau ... " 22

Veal—Ngau Choi Yau ... " 18

Sausages—Ngau Choi Yip Tong ... " 16

Poultry.

Chicken—Kai Chai ... " 30

Capons, Large, Small—Sin Pai ... " 31

Ducks—Ay ... " 22

Doves—Pan Kai ... " per dozen 22

Eggs—Hen—Kai Tan ... " 34

Fowls, Canton—Kai ... " 29

Hainan—Hoi, Nam Kai ... " 20

Geese—Ngai ... " 20

SHIPPING.

ARRIVALS.

May 11.
Sachsen, German str., 3,113, R. Pech, Hamburg March 31, and Singapore May 7, Mails and General.—MELCHERS & CO.

Eclipse, British cruiser, 5,800, R. H. S. Stokes, Wusihaiwei and Mirs Bay May 11. Kweingtung, Chinese str., from Canton.

May 12.
Hammer, Brit. steamer, from Muts Bay. Changsha, British str., 1,163, T. Moore, Sydney March 14, via Manil May 9, General.—BUTTERFIELD & SWINE.

Falcons, German str., 2,484, A. Denker, Bangkok May 3, Rice—BUTTERFIELD & SWINE.

Kamptel, French steamer, 900, Bayav, Saigon May 7. Rice—CHINESE.

Hans, French steamer, 739, P. Morles, Haiphong May 7, and Hoiohung 12, Rice and General—A. R. MARCY.

Tyr, Norwegian steamer, 1,718, D. L. Danielsen, Hongay May 9. Coal—E. A. TRADECO.

Kowloon, German str., 1,147, H. Stohr, Chinkiang May 7, General—SIEMSEN & CO.

Bergenhus, Norwegian str., 2,344, F. H. Sanden, Moji May 6. Coal—BUTTERFIELD & CO.

Tlavia, British str., 2,184, Remnant, Barry Dock March 24, Coal—DODWELL & CO., Lu.

Pudua, British str., 2,124, C. Willis, Kowloon and Singapore May 7. General—JARDINE, MATTHESON & CO.

Kansu, British str., 1,142, W. Badley, Tientsin and Chienfo May 6. General and Mules—BUTTERFIELD & SWINE.

DEPARTURES.

May 12.
Coptic, for Shantou and San Francisco. Copto, for Shang.

Bred, for Sango. Makar, for Noko. Lyewmoo, for Shanghai. Tanglin, for Bangkok. Chienfo, for Canton. Sachan, for Shanghai.

CLEARED.

Mahd, for Sway. Tyr, for Canton. Kisan, for Shanghai. An Pho, for Amoy. Nigretia, for Moji.

Artemis, for English and Holland. Androf, for London, for Halifax.

ARRIVED.

For Sachsen, from Australia, etc., Mr. and Mrs. Popkin, Miss Hartman Johnson, Miss Skidmore, Miss and Mrs. Black, Messrs. Scott, Hartman, Whipple, Creve, C. B. Neer, Dr. J. O. King, W. Laune, Elliott, Mr. Dawson, P. Pickburn, W. Dawson, H. B. Hartman, G. Watt, Alexander, Straw, Oedingham, Reiner, Single, Mrs. Haywood, Mr. and Mrs. Minami and 2 children.

For Falcons, from Bangkok. Mr. and Mr. Kirchner, Mr. Mohit, Mrs. Mason, and 6 children.

For Kansu, from Tientsin. Mr. and Mrs. Gibson.

DEPARTED.

Per Coptic, for Shanghai. Mr. and Mrs. R. S. Ede, Misses C. M. Moore, J. B. Knutzen; for Yokohama, Major C. M. Perkins; for Nagasaki, Mr. P. M. Brooks, Mr. Geo. T. Whaley, Mr. W. M. Corbin and family and for San Francisco, Mr. and Mrs. Boyd, Mrs. Mayers, Mr. and Mrs. J. C. Kelbach, Mr. and Mrs. H. L. Priestly, Mrs. Minnie Harrod, son and daughter, Misses Laura Bell, Rev. J. B. Bell, Emily Bell, and K. Young, Hon. G. T. True, H. C. Bates, and A. C. Ca. San, Messrs. A. G. Prince, P. H. Tillman, J. Stanley, G. H. Bohner, J. M. Switzer, Eugene B. Sanford, F. W. Hartford, H. C. Williamson, H. B. Goodin, B. Wrightman, R. A. Van Sant, T. C. Randa, I. T. C. Reimer, J. S. Shimoeyer, Andrew V. Smith, and C. H. Bardick.

TO DEPART.

Per Formula, for London: from Hongkong, Miss Fr. Klin, Mrs. A. H. Hyland, Master A. O. Hyland and child, Mr. and Mrs. Mackinnon; from Yokohama, Messrs. Fishwick, Sutherland, Barnes, Withers, Robinson, Osborne, Petrie, and Cooke; from Shanghai, Mrs. Stewart and child, Mr. J. Ramsay, Mr. and Mrs. Stewart and 2 children, Mrs. Talton, and Mrs. Boyce-Kup.

SHIPPING REPORTS.

The British steamer Chrysanthemum reports: Left Sydenham March 14th, and experienced fresh to strong winds and high beam sea, with frequent squalls and rain to Brisbane. Took departure March 18th, from thence fight to moderate winds and fine weather, with occasional showers and moderate sea to Manil May 7th. Left Manil on 8th, light winds, fine clear weather, with slight E.E. swell to arrival at Hongkong.

TEMPERATURE.

HONGKONG, May 12, 1904.
BAROMETER—9 a.m. ... 29.80
Do. 1 p.m. ... 29.78
Do. 4 p.m. ... 29.74

TERMOMETER—9 a.m. ... 78
Do. 1 p.m. ... 79
Do. 4 p.m. ... 78
(Weihsien) 8 a.m. 76

Do. Do. 1 p.m. 77
Do. Do. 4 p.m. 77

Do. Maximum ... 79

Do. Minimum over night 76

THE COMMERCIAL LAW AFFECTING CHINESE;
With Special Reference to
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POST OFFICE NOTICES.

Mails will close:-

For CANTON.—
Per Haikow, at 7.30 a.m., on Friday, the 13th May.

For PAKHOL.—
Per Haikow, at 9 a.m., on Friday, the 13th May.

For SINGAPORE, PENANG & BOM-

BAY.—
Per Ichia, at 11 a.m., on Friday, the 13th May.

For MANILA.—
Per Loongtung, at 3 p.m., on Friday, the 13th May.

For SHANGHAI.—
Per Whampoa, at 3 p.m., on Friday, the 13th May.

For YOKOHAMA & KOBE.—
Per Chingha, at 3 p.m., on Friday, the 13th May.

For KUNGMOON, KUMCHUK & SAM-

SHU.—
Per Tel. Hing, at 5 p.m., on Friday, 13th May.

For CANTON.—
Per Foucon, at 5 p.m., on Friday, the 13th May.

For MANILA.—
Per Binondo, at 9 a.m., on Saturday, the 14th May.

For NINGPO & SHANGHAI.—
Per Singan, at 3 p.m., on Saturday, the 14th May.

For MOJI.—
Per Glenray, at 5 p.m., on Saturday, the 14th May.

For MANILA, THURSDAY ISLAND,
COOKTOWN, CAIRNS, TOWNS-

VILLE, BISBANE, SYDNEY &
MELBOURNE.—
Per Empire, at 5 p.m., on Saturday, the 14th May.

MAILS BY THE FRENCH PACKET.—
French Contract Packet Polynesien will be despatched on TUESDAY, the 17th May, with Mails to the United Kingdom, the Continent of Europe, and places beyond, via Marseilles; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, Madras, the Australian Colonies, Aden, Natal, and the Cape, Egypt, Malta, and Gibraltar. Printed Matter and Samples at 10 a.m. Registration at 10 a.m. up to 14.5 a.m. Letters at 11 a.m. Late Letters 11.30 to 11.30 a.m. Extra Postage 10 cents.

Until further notice the transmission of correspondence via Dalny and the Trans-Siberian Railway is discontinued.

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